

**PART VIII APPLICATION FOR REVISED SOUTH SIDE TRAFFIC  
MANAGEMENT WORKS TO FACILITATE LUAS BXD**

**PLANNING REPORT**

**ROADS & TRAFFIC DEPARTMENT**

**NOVEMBER 2012**

## **1.0 INTRODUCTION**

This report has been prepared in support of a Part VIII Application for the southside Traffic Management Works to Facilitate Luas BXD (Broombridge). These works relate specifically to the area of St. Stephen's Green that is outside the remit of the An Bord Pleanála approved scheme.

Dublin City Council Roads and Traffic Department proposes to undertake traffic management works on the south side of Dublin City Centre. These works are required to facilitate utility and construction works on Dawson Street and the operation of Luas BXD once constructed. The works include revised traffic movement arrangements, reconfiguration of car parking, widening of footpaths, provision of cycle lanes and cycle parking as well as physical works to the north east corner of St. Stephen's Green.

The proposed traffic management works are intended to divert traffic from Dawson Street as the current volume of traffic on the street cannot be accommodated once construction works for Luas BXD commence. The proposed traffic management measures have evolved as the preferred scheme through traffic analysis undertaken by Dublin City Council. This analysis was based on junction traffic counts, pedestrian counts and origin-destination surveys of the area.

The traffic management works must be completed by mid 2013 in order to facilitate the commencement of construction work on Luas BXD in August 2013. The works will be wholly funded by the National Transport Authority.

## **2.0 STAKEHOLDER CONSULTATIONS**

Internal consultation was carried out within Dublin City Council. The proposal documents were circulated to internal departments for comment. Consultation also took place with the Railway Procurement Agency (RPA) and the National Transportation Authority (NTA).

## **3.0 BACKGROUND / PLANNING CONTEXT**

Luas Broombridge, also known as Line BXD, which runs from Stephen's Green to Broombridge, is the crucial link between the two existing Luas lines. It will extend the Luas Green Line from St. Stephen's Green to O'Connell Street and provide an interchange opportunity with the Luas Red Line at Abbey Street. The line will also extend to Broombridge via Broadstone and Grangegorman. At Broombridge the Luas line will interchange with Iarnród Éireann's Maynooth railway line services.

A Railway Order was granted by An Bord Pleanála for the Luas BXD line on 3 August 2012. Work on building the line is expected to commence in late 2013 with operational services beginning in 2017. One of the main pieces of infrastructure required for Luas BXD, the Marlborough Street/Hawkins Street Bridge across the Liffey, is currently under construction.

The proposed Luas line will run from St. Stephen's Green West, St. Stephen's Green North and on to Dawson Street in both directions. The provision of Luas will require the reconfiguration of traffic lanes. Once operational, there will be substantially less capacity for vehicular traffic on Dawson Street. Thus it will be necessary to put alternative arrangements for vehicular traffic in place. Such arrangements are

required to be put in place prior to August 2013 when construction work for the Luas line begins on Dawson Street.

### **3.1 POLICY SUPPORT FOR LUAS BXD**

The extension of the Luas network, which includes the construction of Luas BXD, is supported by National, Regional and City policy.

#### **NATIONAL POLICY**

##### **Smarter Travel, a Sustainable Transport Future 2009-2020**

Smarter Travel is the transport policy for Ireland that sets out how the vision of a sustainable travel and transport system can be achieved. The Smarter Travel programme sets out a vision for better travel choices and also provides funding to provide information and improve facilities for cyclists, walkers and public transport users to make it easier for us to make the right choices. The provision of a good quality, efficient and integrated public transport network, of which Luas forms an important part, is crucial to influencing mode choice and achieving a shift to sustainable travel.

##### **Transport 21**

Transport 21 is a capital investment framework under the National Development Plan through which the transport system in Ireland will be developed, over the period 2006 to 2015. This framework addresses the twin challenges of past investment backlogs and continuing growth in transport demand. The projects and programmes that make up Transport 21 aim to increase accessibility, ensure sustainability, expand capacity, increase use and enhance quality.

Transport 21 is made up of two investment programmes – a national programme and a programme for the Greater Dublin Area. One of the main objectives of the national programme is to strengthen national, regional and local public transport services. Another main objective of the programme specifically for the Greater Dublin Area is the extension of the LUAS network. This includes the extension of the network to the Docklands, Citywest, Bray and the construction of a new line from St Stephen's Green to Liffey Junction (joining the two existing LUAS lines) as well as a new line from Lucan to the City Centre.

#### **REGIONAL POLICY**

The Luas network has been an important element of the planned public transport infrastructure to serve the Dublin Region since the mid nineties. It is contained within both of the DTO's transport strategies – the *Dublin Transportation Initiative* and *A Platform for Change – An Integrated Transportation Strategy for the Greater Dublin Area 2000 to 2016*'. The network was originally planned as a continuous Luas line from Tallaght to Dundrum but was eventually constructed as two separate lines.

##### **NTA Draft Strategy**

The proposed Luas line BXD, the facilitation of which is the subject of the proposed traffic management measures, is included in the transport strategy for the Greater Dublin Area. 2030 Vision is the strategic transport plan developed by the National Transport Authority (NTA) for the Greater Dublin Area, currently in draft form. The strategy replaces 'A Platform for Change – An Integrated Transportation Strategy for the Greater Dublin Area 2000 to 2016'.

The strategy states that public transport is essential for the economy of the Greater Dublin Area. It proposes further extensions to the Luas network. Of particular relevance is the following:

*Luas BXD (Stephen's Green – Broombridge)* - To improve City Centre accessibility, and provide access to the major new campus for the Dublin Institute of Technology and health related services in the Grangegorman area, a northward extension of the Luas Green line will be built from St. Stephen's Green to Broombridge, via O'Connell Street and Grangegorman (Luas line BXD).

The provision of the Luas line BXD extension to the network is included as Rail Measure 9 in the strategy.

## **DUBLIN CITY POLICY**

### **Dublin City Development Plan 2011 - 2017**

The development plan seeks to ensure the further integration of land-use and transportation and fully accords with the provisions of Transport 21 and Smarter Travel. The plan pursues a sequential approach to securing a modal shift from private modes of transport to alternative modes in favour of walking, cycling and public transport.

The delivery of an efficient, integrated and coherent transport network is a critical component of the development plan core strategy to achieve a compact, sustainable and connected city.

Dublin City Council has pledged to work with the National Transport Authority and relevant transport agencies in the delivery of Transport 21 projects and infrastructural improvements through which the transport system in the Greater Dublin Area will be developed.

*Policy SI3 'to support and facilitate the development of an integrated public transport network with efficient interchange between transport modes, to serve existing and future needs of the city in association with relevant transport providers, agencies and stakeholders'.*

*Policy SI4 'to promote and facilitate the provision of Metro North, DART Underground, the electrification of the Maynooth Line, the expansion of Luas and the Quality Bus Network in order to achieve the strategic transport objectives of the National Transport Authority's 'A Platform for Change' and support the implementation of the Transport 21 Programme for Dublin City and the region.'*

*Objective SIO3 'to support and facilitate the implementation of 'Transport 21' public transport infrastructure and assist in facilitating the construction and associated mitigation of major public transport infrastructure projects where necessary.'*

*Objective SIO9 'to facilitate and support measures implemented or proposed by transport agencies to enhance capacity on existing lines and services, to provide interchange facilities and to provide new infrastructure including Metro North, DART Underground, Intercity and Commuter services and Luas network extension.'*

*Policy SI21 'to improve the management and control of traffic in the city to increase internal and external sustainable accessibility, to improve road safety, to mitigate the impact of Transport 21 construction works and to minimise the adverse*

*environmental impacts of the transport system. In the city centre this will reflect the needs of residents, employment and workers, shoppers and visitors.'*

### **3.2 OTHER RELEVANT POLICY**

#### **Dublin City Council - Conservation Policy**

The whole of St. Stephen's Green is identified as a conservation area in the Dublin City Development Plan 2011 – 2017. The western portion of St. Stephen's Green North is included with the Grafton Street Quarter Architectural Conservation Area. This area is not included in the current Part VIII application. The following policies of the current development plan are of relevance to the proposed development:

*FC46 'to protect and enhance the important civic design character of Dublin's quays, squares and historic public spaces.'*

*FC59 'to preserve, repair and retain in situ, where possible, historic elements of significance in the public realm including railings, milestones, city ward stones, street furniture, ironmongery, and any historic kerbing and setts identified in Appendices 12 and 13 of the development plan, and promote high standards for design, materials and workmanship in public realm improvements. Works involving such elements shall be carried out in accordance with the Historic Street Surfaces in Dublin Conservation Study and Guidance Document (2009).'*

While it is noted that the area that is the subject of this Part VIII application, specifically St. Stephen's Green North and St. Stephen's Green East, are not included in Appendices 12 and 13, there are some areas of historic granite around St. Stephen's Green. Every effort will be made to work sensitively with historic materials where existing and to comply with the above manual.

### **4.0 DESCRIPTION OF PROPOSED WORKS**

As indicated above, the works the subject of this Part VIII application are required to facilitate the construction and operation of Luas line BXD. The works are essentially to facilitate revised traffic movement arrangements and involve revised layouts to the road network around St. Stephen's Green. The works also include the reconfiguration of car parking, the widening of footpaths, the provision of cycle lanes and cycle parking as well as physical works to the north east corner of St. Stephen's Green. Improved facilities will therefore be provided for bus, pedestrians and cyclists as part of the works. The full extent of the works is described in detail below.

#### **4.1 ST. STEPHEN'S GREEN NORTH**

##### **St. Stephen's Green North between Kildare Street and Merrion Row**

In the eastbound direction, the bus contra-flow will be retained for buses travelling southbound to St Stephen's Green East. In addition, one straight ahead lane will be provided for all vehicles travelling to Merrion Row.

Due to the high number of pedestrians in this area, it is proposed to widen the footpath on the northern side of the carriageway from 2.6m to a maximum of 6m. A drop off zone is proposed in front of the Shelbourne Hotel.

In the westbound direction (between Merrion Row and Kildare St.) it is proposed to reconfigure traffic lanes to provide one lane straight ahead lane onto St. Stephens

Green North and one right turn lane to Kildare Street. A 1.75m wide cycle track is also proposed,

## **4.2 ST. STEPHEN'S GREEN EAST**

### **St. Stephen's Green East between Merrion Row and Hume Street**

The key proposal of these traffic management works is to reconfigure traffic lanes to provide two right turning lanes from St. Stephen's Green East onto Merrion Row and one lane to St Stephen's Green North. These works will include the removal of the existing build out at the junction of St. Stephen's Green East, St. Stephen's Green North and Merrion Row and the provision of an island at the junction of St. Stephen's Green East and St. Stephen's Green North and a median along St. Stephen's Green North for approx 50 meters. These works include the relocation of the Grace Weir sculpture approx 8 meters to the west of the existing location. The relocation of the sculpture will be undertaken in consultation with the artist.

The southbound contra-flow bus lane will be retained and the footpath on the eastern side of the carriageway from approx 2.5m to 3.8m. It is also proposed to provide a 1.75m wide cycle track on both sides of the carriageway.

### **St. Stephen's Green East between Hume Street and Leeson Street**

It is proposed to signalise the junction of Hume Street and St. Stephen's Green East. The new signalised junction will include pedestrian crossings. The inclusion of the pedestrian crossings at this junction allows the removal of the existing pedestrian crossing on St Stephen's Green East.

After the Hume Street junction in the southbound direction, the contra-flow bus lane will split to two lanes on approach to the junction. After the yellow box at the private car park entrance approx 10m from the junction of St. Stephen's Green East and Leeson Street. A dedicated left turning bus lane will be provided and the straight ahead lane will be for general traffic to accommodate vehicles exiting the private car park. Vehicles exiting the private car park may only turn left.

In the northbound direction the existing road layout will be reconfigured to provide three traffic lanes after the junction with Hume Street.

It is also proposed to provide a 1.75m wide cycle track on both sides of the carriageway.

## **4.3 WORKS TO EXISTING FOOTPATHS**

The existing footpaths consist of concrete flags and a mixture of historic and new granite kerbs. As indicated earlier, the footpaths that are the subject of the Part VIII works are not included in appendices 12 and 13 of the Dublin City Development Plan 2011-2017. Where footpath widening is proposed the existing footpath will be retained and an additional drainage channel, concrete flags and new granite kerbing will be provided. Where additional kerb is required on the line of existing kerb lines containing antique kerbs, Leinster granite will be used.

As stated earlier, some of the areas around St Stephen's Green have antique surfaces. In order to ensure that these surfaces are treated in accordance with 'Historic Street Surfaces in Dublin – Conservation Study and Guidance Manual' the Roads and Traffic Department will appoint a consultant to carry out the following activities as part of the detailed design process:

1. To carry out a desk study for architectural conservation and industrial heritage and survey as appropriate.
2. To carry out site inspections and obtain photographic records of architectural conservation and industrial heritage features.
3. To prepare an architectural heritage and conservation strategy.
4. To record material assets relating to conservation and industrial heritage in accordance with the conservation strategy.

## 5.0 REMOVAL OF ON STREET CAR PARKING

It is proposed to remove some on-street car parking to facilitate the proposed works. The table below provides exact details of the impact on existing car parking. While the number of car parking spaces has been reduced on St Stephen's Green North and East, an increase in parking spaces is proposed for St Stephen's Green South with an overall increase of three parking spaces on St Stephen's Green now provided for.

Street	No of Existing Spaces	Proposed action	Change
St Stephen's Green North	31 Existing	Removal of parking spaces	-10
St Stephen's Green East	30 Existing	Removal of parking spaces	-12
St Stephen's Green South	23 Existing	Addition of parking spaces	+25
<b>Total car parking</b>	84		87

It is also proposed to relocate cycle parking spaces from the existing build out to Hume Street. This may involve the removal of car parking spaces on Hume Street.

## 6.0 REVISED ARRANGEMENTS FOR BUS

The construction works phasing on Dawson Street will determine the bus routing in the immediate vicinity during the works programme. It is envisaged that during the first stage of works that buses will travel down Dawson Street as normal. In the second phase of works, buses that currently use Dawson Street will be transferred to Kildare Street, where they must make a right turn at the junction with Nassau Street. Bus stop locations will be discussed and agreed in the final design stage with Dublin Bus and other stakeholders.

## 7.0 REVISED ARRANGEMENTS FOR CYCLISTS

It is proposed to relocate the existing Dublinbikes bike station on St Stephen's Green East north of the St Stephen's Green East / Hume Street junction. The relocation of the bike station is required due to the removal of the existing pedestrian crossing on St Stephen's Green East and to coincide with the proposed signalisation of the St Stephen's Green East / Hume Street junction which will provide a safe crossing system for cyclists to access the new location of the bike station. An additional 10 docking spaces will be facilitated immediately south of the pedestrian crossing.

New cycle tracks will be provided along St. Stephen's Green East to link St Stephen's Green North. It is intended that this link will be extended to College Green.

The removal of existing build out at the junction of St. Stephen's Green East, St. Stephen's Green North and Merrion Row will result in the loss of existing cycle parking spaces on the build out. It is therefore proposed to provide additional cycle parking on Hume Street, adjacent to the existing cycle parking. It should be noted that this may result in the removal of car parking spaces. In addition it is proposed to provide 4no Sheffield stands outside the Shelbourne Hotel, in this regard, 2no stands on either side of the loading bay.

## **8.0 REVISED ARRANGEMENTS FOR PEDESTRIANS**

The existing pedestrian crossing on St Stephen's Green East will be removed. It is proposed that the signalisation of the St Stephen's Green East and Hume Street junction will incorporate a pedestrian crossing across further north on St Stephen's Green East.

Increased space for pedestrians will be provided as part of the development. As indicated earlier, it is proposed to carry out footpath widening on St Stephen's Green East on the eastern side of the carriageway between Hume Street and Merrion Row. It is also proposed to widen the footpath on St Stephen's Green North on the northern side of the carriageway between Kildare St and the approach to Merrion Row.

## **9.0 CONCLUSION**

Dublin City Council Roads and Traffic Department proposes to undertake traffic management works on the southside of Dublin City Centre that are required to facilitate utility and construction works on Dawson Street and the operation of Luas BXD once constructed. These works relate specifically to the area of St. Stephen's Green that is outside the remit of the An Bord Pleanála approved scheme. The works must be completed by mid 2013 in order to facilitate the commencement of construction work on Luas BXD in August 2013.

The proposed traffic management works are intended to divert traffic from Dawson Street as the current volume of traffic on the street cannot be accommodated once construction works for Luas BXD commence. The proposed traffic management measures have evolved as the preferred scheme through traffic analysis undertaken by Dublin City Council.

The proposed works include reconfiguration of St. Stephen's Green North and St. Stephen's Green East predominantly. The proposal includes revised arrangements for normal traffic, bus, cyclists and pedestrians and the removal of some on street car parking.

The proposed Part VIII works which are to facilitate the provision of Luas BXD are supported by National, Regional and City policy and are consistent with the proper planning and development of the city.

---

**Eoghan Madden**  
**Senior Engineer**  
**Roads Traffic Planning**